

Jan 27, 2016

Dear Valued Customer,

U.S. Customs requires that we stress to you the importance of having security procedures in place at the point of stuffing along with inspection procedures in place when receiving your cargo. We would like to remind you that U.S. Customs requires that all loaded containers in transit to the U.S., including foreign cargo remaining on board (FROB), must have bolt seals that meet or exceed the ISO PAS 17712 standards for “high security” seals. In addition to the above, we suggest that you require the below 7 point container inspection process to be completed by your shippers overseas prior to loading:

- 1) Outside / Undercarriage: Support beams should be visible not covered by a steel plate.
- 2) Inside / Outside Doors: Secure locking mechanisms, different color material, loose bolts, plates and repairs. Solid plates should not cover standard container cavities.
- 3 & 4) Right / Left Sides: Unusual repairs to structural beams.
- 5) Front Wall Blocks & vents should be visible, use tool to tap on wall for hollow sound, measure interior to make sure it is proper length.
- 6) Ceiling / Roof: Measure to make sure proper height from floor, that blocks & vents are visible, repairs on inside should be visible on the outside, use tool to tap for hollow sound.
- 7) Floor (inside): Again should be certain height from Ceiling, should be flat.

We suggest that a seal inspection be completed both at time of loading and unloading:

- View seal & container locking hardware
- Verify seal number
- Tug on seal to make sure it is on right
- Twist & turn seal to make sure it does not unscrew

The attached 17 point tractor & trailer inspection should be done on receipt of cargo at your facility.

Please visit our website at

www.lhcb.com

for additional and updated information and contact us with any questions.

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